The Evening World.
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THE QUESTION STANDS.

IN refusing to appoint a special attorney to aid the Grand Jury in its hunt for the "overshadowing crime" that is still 99.99 per cent. shadow, Gov. Smith falls back on the statutes of the State.

Sections of those statutes which bear on the present Grand Jury situation were cited and discussed by The Evening World some days ago. The Governor's interpretation of the law agrees at every point with that of The Evening World.

His letter to the Grand Jury states:

> **"These statutes provide that the District Attorney shall be the adviser of the Grand Jury. They give the Governor power to supersede him by the designation of the Attorney General under certain specific conditions, which in my judgment have not been met."**

The Governor certainly cannot himself remove District Attorney Swann without due and sufficient evidence. No such evidence has been produced by the Grand Jury.

The Evening World's question stands:

If the Extraordinary Grand Jury has knowledge of facts that point to wrongdoing involving the District Attorney's office, why, in the name of straightforwardness, doesn't it submit those facts to Gov. Smith, that he may start an investigation by the Attorney General?

If it has no such knowledge, why doesn't it settle down to its duties before it loses all public confidence and respect?

Lookit, Senator Lodge! Lookit! Here's the President handing over seven German ships to Great Britain. Doesn't that prove London is going to be the capital of the United States 'n everything, just as you said?

WHY NOT TRY IT?

CHRISTMAS has come and gone.

The United States Senate has not ratified the Peace Treaty. No man can say when the United States Senate will ratify the Peace Treaty. All the world is the worse for this state of things, and presently, unless something happens, the United States is going to find itself plowing through deeper troubles that some of its own statesmanship, so called, has made for it.

New Year's Day will find a considerable number of United States Senators at home. The country is always at home. Reviving an old custom, why doesn't the country make New Year's calls—on its Senators?

Of course, the Senators would be surprised. But after the first shock it might be their brains would work better and faster. They might be different men when they meet again in Washington Jan. 5.

It's worth trying.

Another gale, eh? Who cares? It was as pretty a Christmas as New York has ever seen. Regular picture-card sort.

"SIX DOLLARS APIECE."

IN a letter commenting on a recent Evening World editorial, which pointed to the dominant position now occupied by the Prohibition lobby among influences determining legislation in the United States, a reader says:

> **"The present question strikes me as a simple one. It is this: Shall Congress permit the whiskey interests to pay into the Government $600,000,000 toward its sorely needed revenue?**
>
> **"The evils of a wet spell of two or three weeks' duration under wise 'laws,' as compared with this benefit, are nil. Conditions at Washington are involved, to say the least; but regardless of all other considerations, Congress is concededly vested with ample power to grant relief from this obviously unnecessary taxation.**
>
> **"If these propositions are driven home to Congressmen, it does not seem that they would deny relief, and if, under the circumstances, they do deny it and the situation is driven home to the people, in my opinion they may as well make their valedictory speeches before their present terms expire.**
>
> **"It may be true, as an abstract legal proposition, that the privilege of exporting saves the constitutionality of the statute under consideration; but the same Congress which enacted the law now controls and for some time past has controlled all our transportation facilities, and they have so operated them as to render exportation in a large measure unavailable.**
>
> **"Thus Congress alone swings its club over a tax-ridden people to the tune of $6 apiece for every man, woman and child in the United States for no other substantial purpose than the gratification of its own hilarious glee.**
>
> **"HENRY W. SMITH."**

To which the Prohibition forces would reply: If the tax-ridden people object, why haven't they put pressure enough upon their legislators to force the repeal of War Time Prohibition?

The country may earnestly ask itself the same question: Why haven't they?

It is going to cost Americans many times six dollars apiece to permit Prohibition to establish in the United States the new principle that no power is beyond the grasp of an organized minority.

WHAT WILL THE HARVEST BE?

Watch the lists of wood alcohol victims lengthen in the daily news. These are only the early fruits of Nation-Wide Prohibition. What will the harvest be?

WHY AS A RIDER?

WHAT good reason can be advanced by Congress for including any labor legislation in a railroad bill? We ask this question in all seriousness.

Is it not a fact that either of the proposed labor paragraphs is a "rider," pure and simple? Would either be adopted alone? Are they not introduced simply for the purpose of gaining a reactionary advantage from the overwhelming strength of public opinion favoring a return of the roads under almost any conditions as preferable to continued Federal operation? Is there not grave danger that enactment of such legislation may complicate the proposed return with serious labor disturbance and perhaps a general strike of railroad workers? Is such a prospect fair to the owners or to the public?

Why a rider? Regulation of the right to strike is important enough to stand on its own merits.

It is true that a railroad strike would entail consequences to the public too serious to be disregarded. But there are other industrial fields in which a general tie-up would be almost, if not equally, as serious. The recent coal strike is a perfect example. The strike of longshoremen entailed serious inconvenience to the public. Cessation of work by producers of any or all of the great basic food products would be calamitous. On the other hand, many industries could be suspended indefinitely with no more than inconvenience to the public, jewelry-making as an extreme instance.

Present Federal laws are very evidently inadequate to deal with strikes menacing the physical or economic life of the Nation as a whole. The power of injunction as exercised by Judge Anderson, even when ostensibly accepted by the miners' officers, did not stop the coal strike. Imprisonment of officials or even of the miners would not produce a pound of coal. Certainly it seems that if the Government is to remain supreme it is necessary to arrange for some general and equitable regulation of industrial disputes in which the public interest is paramount to that of either employer or employee. It is equally certain that such far-reaching legislation is important enough to stand on its own merits and not as a compromise rider to a railroad bill.

In commenting on the recent coal strike, The Evening World recalled the words of President Wilson in his message to Congress on Aug. 29, 1916. In that message, which dealt with the threatened railroad strike, among other recommendations the President made the following:

> **An amendment of the existing Federal statute which provides for the mediation, conciliation and arbitration of such controversies as the present, by adding to it a provision that in case the methods of accommodation now provided for should fail, a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted.**

In the face of an impending election, Congress refused this recommendation, but passed the Adamson law, which has proved anything but a satisfactory solution. A statute for a High Court of Investigation such as the President here outlined did not meet with the approval of the brotherhood leaders, and was dropped because Congressional leaders were angling for the labor vote in the closely contested elections of 1916.

Now Congress is in rather similar position. An overdrastic restriction on the right to strike would be unjust and would not be indorsed by public opinion. Any legislation not acceptable to the brotherhoods might be followed by a general railroad strike. A return of the railroads under such conditions would be a national calamity and highly unwelcome to railroad managers.

Better by far return the roads to the managers under pre-war labor conditions, with which they are familiar.

Once the railroads and the League of Nations are disposed of, it will be time to consider the general labor policy of the Nation. Strong lines of cleavage are certain to develop. Let these be accepted as important planks of party platforms, as indeed they must in any case, no matter how little the professional politicians may relish the prospect.

Give the public an opportunity to express its opinion. Then draft not only legislation for the regulation of railroad strikes, but a general statute governing all strikes and lockouts in which the injury to the public would be out of proportion to the possible gains of either party to the dispute.

At present a labor provision in the Esch-Cummins bill is out of order. It threatens to prevent the passage of any legislation before March 1. It threatens further to complicate with avoidable labor troubles the period of return, which will be complicated enough in any event. It is unfair to single out railroad workers for special group legislation which should include coal miners and workers in other essential industries.

The whole matter is far too important to be dealt with as a rider.

RUCTIONS EVERYWHERE.

IN spite of ideals, the Australians seem to have about as much trouble as people less perfectly governed.

Some years ago the Commonwealth took over the rule of North Australia from South Australia. On the 20th of October last, it would appear by the belated newspapers from the Antipodes, a deputation headed by the Mayor of Port Darwin invited the Federal Administrator, his assistant and the Federal Judge to take the next boat for home, assuring them that unless they did so there would be a revolution.

The functionaries complied, though advised by the Commonwealth authorities to stick and await the arrival of military support.

"It would amoose you," wrote Mr. Artemus Ward of his kangaroo, "to see the little cuss jump and squeal."

Asleep at the Switch!

By J. H. Cassel

FROM EVENING WORLD READERS

What Sort of Wives?

To the Editor of The Evening World:

I have read the letters of "Julia K." and Mr. Joseph B. Manning printed on your editorial page. A native of California, I have visited many cities in eighteen different States of our country. Close contact therein with thousands of other young women leads me to say that I do not believe that either "Julia K." or Mr. Manning is very well acquainted with the type that represents "the average American girl." "Julia K." may speak for herself, but she does not express the attitude of mind of many of us American girls toward their less fortunate sisters from across the water.

As for Mr. Manning—let me tell that gentleman that he may have the girl from England, France, Germany or from Morocco, for that matter, it concerns us but very little indeed. When the right man comes along we shall marry him. We shall have found our mate—a man whom we can both love and respect. And, Mr. Editor, we, as American mothers, shall continue to bring forth a race of men fit, as in the past, mentally, morally and physically, to whip the representatives of any other race of men in the entire world.

RUTH M'LAIN.

Forty-seventh Street.

To the Editor of The Evening World:

"Thank God, I too am an American," and, referring to Mr. Manning's letter, I am an American girl not contented with anything that can be improved upon, neither hovel, house or palace, but always striving for and wanting something better, as my forefathers did before me. And when I find "my man" he too will be an American, a man among men, not living on past achievements nor contented with "just a home," but a winner through and through—and he will have an American mother for his American children, a combination that can't be beat. M. L.

New York City.

Pity the Drivers.

To the Editor of The Evening World:

I have been reading your items about profit of humane treatment and calking horses in winter, &c., by such eminent authorities as M. S. T., No. 315 West 21st Street; Frank Grurian of No. 371 Columbus Avenue, and Joe Holmes, New York City. Now, listen, while I heartily sympathize with your efforts to better the conditions of our four-footed friends, you should first see to it that the drivers themselves get half a show to take care of their charges.

Most any of the last few days you could see horses getting abused and it is not the fault of the drivers. Any busy corner such as 59th Street and Eighth Avenue or 65th Street and Columbus Avenue, the traffic officer will chase you all around the circle on the slippery asphalt instead of taking pity on the horse, if not the driver. Only to-night over in Long Island City an officer that did not seem to know his business was making all drivers go around by way of asphalt blocks, in spite of the fact that both drivers and pedestrians on the sidewalks were protesting against the unnecessary abuse of the horses. They were falling and getting up again, and falling again, while one half a block further down Jackson Avenue was a paved block that they could have made without any difficulty, but the officer was one of those pig-headed fellows. All you could get out of him was that he had his orders and he was going to see that they were obeyed.

I would like to see some of those swivel-chair mollycoddles driving a four-horse truck across one of our bridges with the temperature below zero, trying to take care of his team and have a cop about every twenty feet telling him to "keep to the right or I'll give you a ticket," meaning a summons.

You hear a lot about the hardships the police and firemen have to bear, but you never hear a kind word about a truck driver, although a good many of us remember what our own Teddy said about raising a regiment of truck drivers and licking Spain.

Yours for a square deal, J. H.
1958 Third Avenue, City.

Calks for Horses.

To the Editor of The Evening World:

I too, want to thank you for your interest in the poor horse, and I hope to see, and soon, that instead of a fine for beating him, it will be a prison offense. Three times in the past few days, I have been abused by the brutal and cowardly drivers (for only a coward will beat a dumb animal) who have cruelly beaten horses who were not properly shod. I sincerely hope The Evening World will bring this ordinance to light again, and unless I am much mistaken, you will have the gratitude and backing of every decent man and woman in this city. P. J. CLARKE,

No. 341 West 23d Street.

FIRST RABIES SYMPTOM.

Intense pruritus (itching) is the first and most reliable symptom of rabies. The region of the bite is all that itches at first, but then the pruritus spreads to the entire body and persists till death. The premonitory phase is characterized by irritability, depression, weeping and this pruritus. These are conclusions reached by Dr. L. Robert of France, who writes to the Presse Medicale of Paris, after encountering several cases of rabies in Siam. Commenting on the article, The Journal of the American Medical Association says: "Other writers have mentioned the pruritus, but none have emphasized its diagnostic importance."

UNCOMMON SENSE

By John Blake.

(Copyright, 1919.)

BARNUM WAS WRONG.

"The American people like to be humbugged," said the late P. T. Barnum, paraphrasing an ancient Greek philosopher. This maxim, which Mr. Barnum did not believe, and seldom practised, has first and last done a good deal of harm.

The American people do not like to be humbugged. They will now and then submit to being humbugged, but only when they are guaranteed something valuable besides.

Barnum succeeded in the circus business not because of the humbugs he dealt in but because he always gave a genuinely good show into the bargain.

It was when he gave really the Greatest Show on Earth that he began to grow rich.

A writer and lecturer, who made a specialty of eccentricity, was once asked why he didn't get his hair cut.

"My friend," he said serenely, "if my hair was six inches longer I could get six hundred dollars more for a lecture."

This man, like Barnum, was wrong. The people bought his magazine because it was original and interesting, not because it was printed on brown paper in freak type. They went to hear him lecture not because his hair was long, but because he always had something to say, and knew how to say it well.

It is a great mistake to think that the faker or the charlatan will be a success. If they do succeed they do so in spite of their eccentricities, not because of them.

Fooling the people, as Lincoln, the wisest of all Americans, pointed out, is impossible.

Barnum was a great and a successful showman, but he would have been greater and more successful had he never practised deception. The crowd will endure a little faking from some men, but only when those men have something genuine to market besides. They will never support a fake because it is a fake. They do not like to be humbugged.

And the sooner the ambitious young American finds that out, the easier it will be for him to make his way in the world.

Flashes From Around the World

Soldiers Lose Barracks Bags.

From 75,000 to 80,000 pieces of baggage belonging to men of the A. E. F. are now on the Government piers at Hoboken. Fully 35,000 of these are barracks bags, in many cases undoubtedly containing articles which some soldier intended to keep as prized war relics.

* * *

Wages in Tokio.

The average daily wages paid to various workmen in Tokio, according to the Tokio Chamber of Commerce, were as follows in July, 1919: Weavers, 60 cents; painters, $1; sack makers, 80 cents; foreign tailors (cutters), $1.25; foreign tailors (seamsters), 75 cents; sawyers, $1; carpenters (with food), 90 cents; masons, $1; tilers, 80 cents.

* * *

Prisoners of War in Orient.

Nearly five thousand German and Austrian prisoners of war are interned in Japan at present, says the East and West News. Most of them, the Osaki Asahi says, desire to stay in Japan rather than return to their own countries, where, they confess, they do not fancy the prospect of being crushed under the heavy burden of post-war taxes. It is further reported that several of the prisoners have volunteered for jobs, asking anything from $50 to $125 per month, together with other conditions, such as housing.

Where to Find Your Vocation

By Max Watson

Vocational Adviser Re-employment Bureau, N. Y. C.

Below is given an article of The Evening World's Series of Analytical Descriptions of Vocations Suitable to Young Men entering trades and business. Study these carefully, weigh your qualifications, and find the work for which you are best adapted.

Inside Wiremen.

1.—Opportunity for Entering Trade.

The age for apprentices is from sixteen to twenty-one years. A boy entering a union shop obtains a card through the union or his employer as an apprentice. One apprentice is allowed for every contractor and for each ten men employed. The boy serves two years as an apprentice and four years as a helper before receiving a journeyman's card. This period is often much reduced if the demand for journeymen is pressing. An apprentice must take an examination to receive a helper's card from the union. In non-union shops boys are employed as "shop boys" and their training is indefinite. The rate of advancement depends largely upon the capabilities of the boy. The openings available depend upon the amount of construction work under way. At present the demand is low, but when the building boom starts, as it must shortly, there will be a good demand for apprentices.

2.—Schooling Required.

A common school education and preferably training in a vocational school or technical course in interior wiring. A knowledge of the fundamental electrical principles is advisable.

3.—Salary.

The standard union wage of an apprentice is $15 to $18 a week; for a helper, $18 to $21; journeymen, $30 to $45.

4.—Type of Boy Best Suited for Trade.

This is active work calling for the strong, rather large and agile boy who has mechanical ingenuity and is not afraid to get dirty. It is not a "white collar" job, and the boy that advances must be willing to work.

5. Description of the duties of a journeyman after finishing apprenticeship.

He installs under the direction of a foreman all power and light wiring for dwelling houses, office buildings, factories and hotels, using both exposed and enclosed wiring, together with the preparation of devices necessary to make ready for installation of lighting fixtures.

6. Qualifications necessary for a journeyman.

He must have a thorough knowledge of underwriters' rules for wiring; must be able to work from blueprints and diagrams; must be familiar with wiring for all phases of current and be able to install conduits, cutouts, terminal boxes and set up lighting and power switchboard; must be able to put up exposed work with knobs and cleats. He must be able to install motors and generators and connect up for operation all electrically driven machinery. Should have had experience as an apprentice and learner.

7. Remarks.

Ultimate position of a foreman or superintendent is always open. Most men owning their own shops have been workmen in the trade. A thorough description of electrical trades is given in the Industrial Educational Survey of the City of New York which is available at the Municipal Library or the Public Library.

Courses are given in this trade at various public trade schools both during the day and in evening classes. Schools offering instruction either free or at a nominal cost are the New York Trade School, Hebrew Technical Institute, Baron de Hirsch Trade School, Pratt Institute and others.

Prices May Drop

BOLD efforts are being made to bolster up prices, but the opinion is growing in thoughtful circles that the trend by and by will be downward instead of upward, says a writer in Forbes Magazine. No appreciable fall in wages is booked for within the measurable future, so that any drop in prices to pre-war levels is not for a moment expected. But other influences will operate. It is already plain that Europe will keep down her purchases here to the lowest possible minimum and will strive with might and main to export to this country on a scale never before witnessed. Necessity will drive her to do this.

In time the people of Europe will realize that their salvation lies, not in revolutionary uprisings, not in attempts to nationalize all sorts of industry, not in forcing up wages to fantastic levels, but in hard work, reasonably long hours and the practice of economy and thrift.

At home we have greatly expanded our productive capacity. Instead of a scarcity of production, the time will come when surpluses will be rolled up. When that day comes the efforts of profiteers and other schemers will fall to the ground. When the supply exceeds the demand, the inevitable will happen: a decline in prices. No general decline is looked for, however.

But when the world gets into its stride in the production of woolen and cotton goods, shoes, sugar, coffee, automobiles, furniture, cereals and other staple products, it is likely that dizzy prices will not be obtainable. That we are entering a business boom is beyond dispute. But exorbitant prices are not absolutely necessary to the maintenance of busy times. Indeed, the people as a whole would probably be better off were there to be a gradual, moderate recession from present levels.

Incidentally, the money market would be better able to cope with a boom based on temperate prices than one based on war-time quotations. And it is not entirely certain that we will not be compelled to pay a little more attention to the money market, by and by.